

*Multi-Modal
Transportation
Task Force*

October 14, 2003

**Open House
Summary
Report**



**MULTI-MODAL
TRANSPORTATION**
Lincoln, Nebraska



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On the afternoon of October 14, 2003, the Multi-Modal Transportation Task Force held an Open House at Energy Square, 1111 'O' Street in Downtown Lincoln. The purpose of the Open House was to invite the community to meet with members of the Task Force, to have the community learn about alternative forms of transportation available in the Lincoln area, and to offer the community an opportunity early in the process to suggest their ideas for enhancing local multi-modal transportation options.

The purpose of this summary report is to document that event and to present the ideas and opinions expressed by the community at the Open House. The balance of this report is divided into the following sections: (1) Opinion Survey Results; (2) Comment Form Ideas; (3) Mapping Exercise; (4) Appendix with Summary Results and Attendees Lists.



Opinion Survey Results

Open House attendees were invited to complete a two page opinion survey about various local transportation issues. While the survey results can not be considered statistically valid, the information gleaned from the completed forms does offer insights into the thoughts of those individuals attending the Open House. A summary tabulation of the number and percentage responses is shown in this Report's Appendix. In all, 27 completed survey forms were returned over the two hour session. Some of the major patterns showing up in the survey are described below.

How Important are each of these improvements in your decision to ride a BICYCLE to school or work? (Percentage stating, "Very Important")

Secure bicycle parking at your destination	89%
Bicycle bridges over major roads	78%
More dedicated bicycle trails	74%
Dedicated bicycle lanes downtown	74%

How important are these improvements in your decision to WALK to school or work? (Percentage stating, "Very Important")

Better pedestrian road-crossings	85%
More direct routes to your destinations	81%
More pedestrian bridges or tunnels across major streets	81%
Separation between sidewalk and the road	74%
Better maintained sidewalks and trails	74%

Would each of the following improvements to Lincoln's bus system cause you to ride the bus more? (Percentage stating, "More Often")

If buses ran more often	87%
If buses ran later in the evening	86%
If the bus trip were comparable in time to driving	73%
If you could go where you wanted without changing buses	71%
If buses ran on Sunday	70%
If gas became hard to get or too expensive	70%

How far are you willing to walk to catch the bus?

5 or more blocks	38%
3 blocks	25%
4 blocks	21%

How often do the buses need to run to cause you to ride the buses more often?

Every 15 minutes	48%
Every 20 minutes	24%
Every 10 minutes	12%

What is your feeling about an increase in downtown parking fees if used to improve the bus system?

Strongly favor	68%
Mostly Favor	16%
Mostly Oppose	12%

What is your feeling about free bus service for the disabled?

Strongly favor	42%
Mostly favor	29%
Mostly oppose	17%

What is your feeling about free bus service for senior citizens?

Mostly favor	38%
Strongly favor	29%
Mostly Oppose	29%

What is your feeling about requiring developers to pay for bus shelters, trails, and other improvements that enhance their developments?

Strongly favor	69%
Mostly favor	27%

Comment Form Ideas

Another data gathering device used during the Open House was a “Comment Form” which posed a number of open ended questions. This Comment Form allowed



Open House Respondents to enter their ideas about a variety of survey topics without being directed into specific response categories.

A total of nineteen Comment Forms were returned and tabulated. A complete listing of the Comment Form responses is shown in this Report’s Appendix. A brief summary of the responses is presented below.

What do you like best about StarTran service?

Respondents indicated an appreciation for the helpfulness and friendliness of the StarTran driver corps. They also expressed an appreciation that the service is operated by the City of Lincoln and that StarTran affords them an important benefit in their daily travels.

If you could change one thing about StarTran's service, what would that be?

Expanded services appeared to be the largest single change desired of the respondents. This would include additional evening hours during the week and on weekends; expanded regular services on Saturdays; and instituting Sunday service.



What do you like best about Lincoln's pedestrian and bicycle network?

The responses were greatly varied but generally embodied a sense that Lincoln has a wonderful system of trails that are clean, well maintained, broadly expansive across the community, and are readily accessible to a large portion of the populace.

If you could change one thing about the City's pedestrian and bicycle network, what would that be?

No single concept surfaced from the responses although there was interest expressed in having better biking facilities/route through the Downtown area and in further expanding the trails network.

Adding new or expanding transit, pedestrian, and bicycle services and facilities will cost money. How would you like to see the City of Lincoln pay for such services and facilities?



Numerous ways to pay for improvements were offered. Many supported a variety of taxes or fees including a gasoline tax, increased city sales tax, parking fees, and an occupation tax. Greater use of Federal dollars and bonds were also frequently mentioned.

In the past six months, has anyone in your household been unable to go to work, school, the doctor, or do other activities because of the lack of transportation?

Eleven individuals indicated that limited transportation opportunities had been a problem for a member of their household during the last six months. No single type of trip dominated – the trip purposes included work, school, shopping and medical trips.

Does anyone in your household have a physical, mental, or other condition that limits their ability to travel without assistance?

Three individual indicated some sort of condition that limited travel by a member of their household. No particular trip purpose or limiting condition was cited by the respondents.

What new ideas would you like the Multi-Modal Transportation Task Force to consider for improving travel in Lincoln?

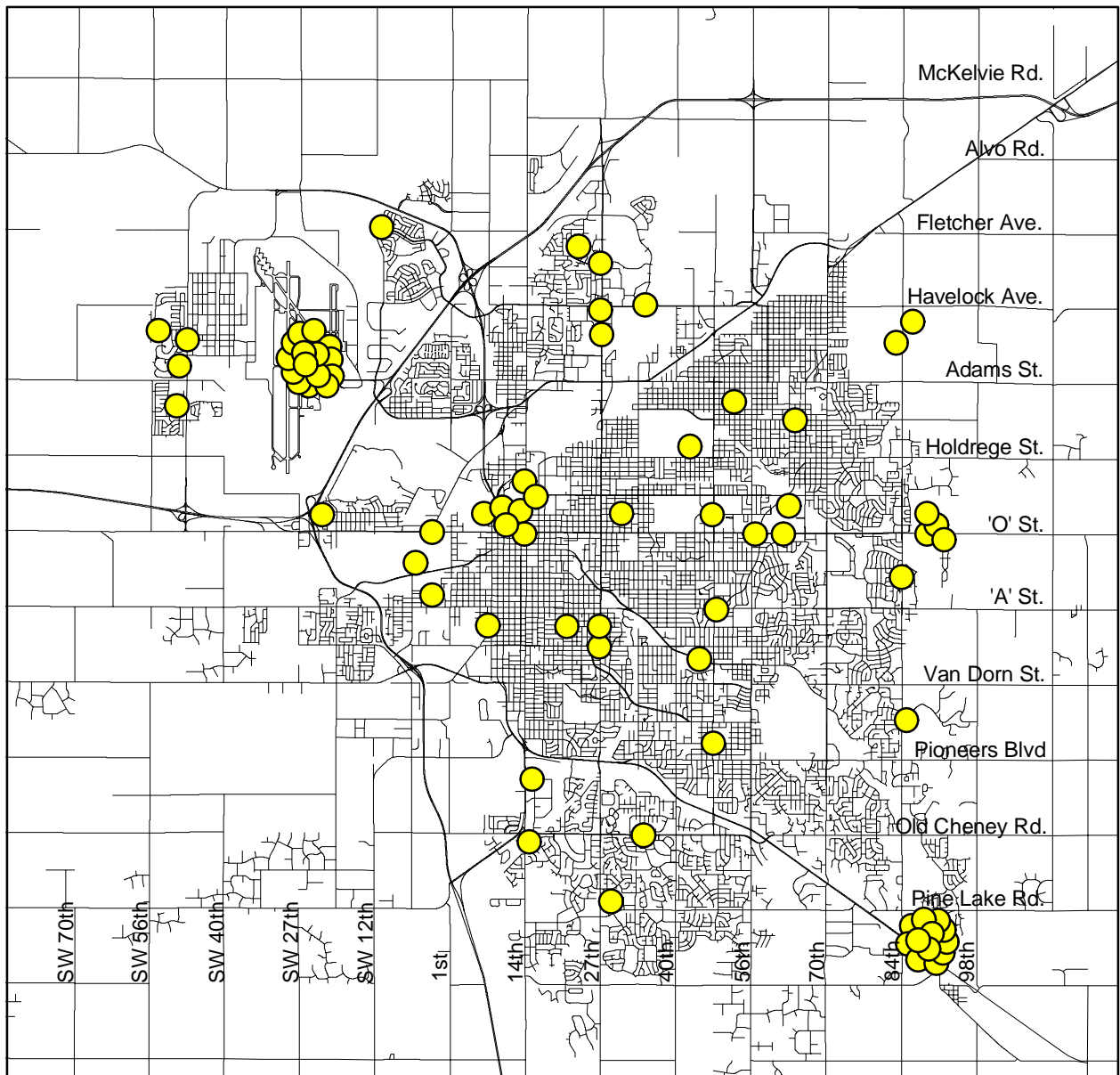
A wide variety of ideas were put forth for improving Lincoln’s transportation system. A sampling of the ideas offered by the Open House participants included: additional StarTran service and hours of operation; modifications in StarTran’s route pattern (notably a grid system); expanded transit marketing; improvements in the bike system (including more trails and bike racks on local buses); and construction of a multi-modal transportation center.

Mapping Exercise

Open House Attendees were offered the chance to participate in three separate mapping exercises. These mapping exercises addressed three themes: local bus service, pedestrian areas, and the trails network.

Attendees were each given three self-adhesive “dots” in three separate colors (nine “dots” all together) and were asked to place the dots on three large wall maps each representing one of the three themes. The dots were to be placed on locations throughout Lincoln where the respondents felt that services needed to be enhanced or expanded. Summary illustrations of those maps are presented on the following pages.





Transit Locations

*Multi-Modal Transportation Task Force
Open House: October 14, 2003*

Legend

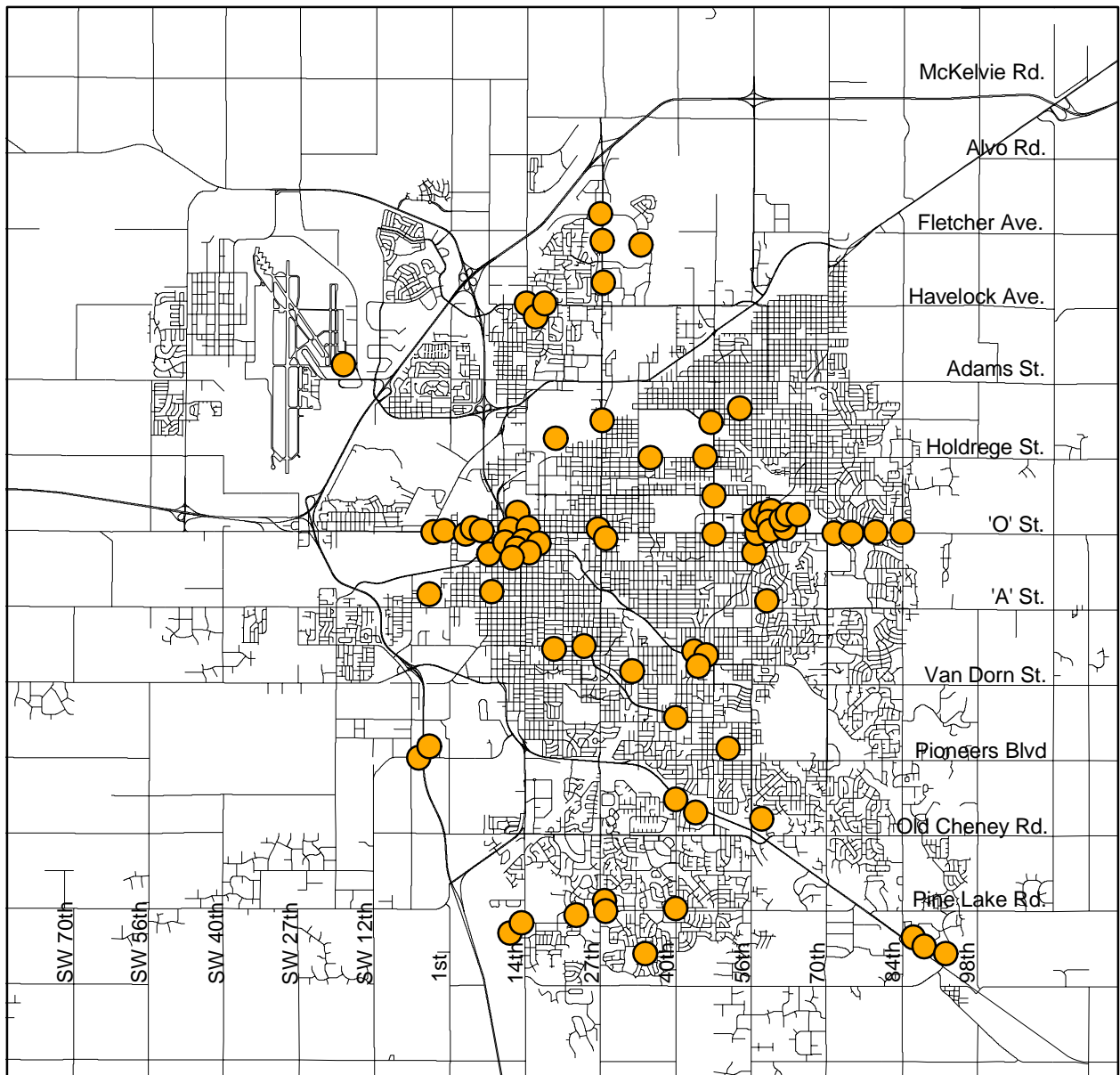


Bus Service Locations



Streets





Pedestrian Locations

*Multi-Modal Transportation Task Force
Open House: October 14, 2003*

Legend



● Pedestrian Locations

— Streets

0 3.6
Miles







Trail Locations

*Multi-Modal Transportation Task Force
Open House: October 14, 2003*



Legend

 Trail Locations

 Streets

0  3.6
Miles



General Comment Form

Open House Participants were also asked to complete a “General Comments Form.” This Form allowed for totally open-ended responses – that is, the person completing the Form could record any ideas or comments they wished about Lincoln’s multi-modal transportation approach. Only four General Comments Forms were returned during the Open House. The comments contained on these Forms are shown in the Appendix.

Notepad Comments

A final option for recording comments from the Open House Participants was the use of a large “notepad” approach. Oversized paper panels were placed along side the bus, pedestrian, and trails map displays. Participants were encouraged to write down their comments on Post-It Notes ® and to then placed these Notes ® on the larger notepad. The comments were then collected and summarized by theme area. The comments are presented in this Report’s Appendix.

Report Appendix

This Appendix presents the following summary tabulations and tables from the October 14, 2003, Open House:

- Opinion Survey Results - Tabulations
- Comment Form - Tabulations
- General Comment Form - Tabulations
- Notepad Comments - Bus, Walking, and Biking Tabulations
- Open House Attendees (Taken from Sign-In Sheets)

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OPINION SURVEY RESULTS

TOTAL NUMBER OF SURVEYS RECEIVED = 27

How important are each of these improvements in your decision to ride a bicycle to school or to work?

	Very important		Somewhat important		Not important		Number of Responses
Dedicated bicycle lanes downtown	20	74%	4	15%	3	11%	27
Showers and changing rooms at your destination	4	15%	9	35%	13	50%	26
Bicycle racks on City buses	14	52%	9	33%	4	15%	27
Bicycle bridges over major roads	21	78%	6	22%	0	0%	27
More dedicated biking trails	20	74%	5	19%	2	7%	27
Secure bicycle parking at your destination	24	89%	2	7%	1	4%	27
Free community bicycles to use whenever you want	2	7%	11	41%	14	52%	27

Below is a list of possible improvements that the City of Lincoln could make to their pedestrian system. How important are these improvements in your decision to walk to school or to work?

	Very important		Somewhat important		Not important		Number of Responses
More direct routes to your destinations	22	81%	5	19%	0	0%	27
More pedestrian bridges or tunnels across major streets	22	81%	5	19%	0	0%	27
More walking trails	15	58%	9	35%	2	8%	26
Better pedestrian road-crossings	22	85%	3	12%	1	4%	26
Separation between the sidewalk and the road	20	74%	5	19%	2	7%	27
Better maintained sidewalks and trails	20	74%	6	22%	1	4%	27

Would each of the following improvements to Lincoln's bus system cause you to ride the bus more

	More often		About the same		Less often		Number of Responses
Cost							
If parking were more expensive than it is now	7	32%	15	68%	0	0%	22
Frequency							
If buses ran more often	20	87%	3	13%	0	0%	23
If buses ran later in the evening	19	86%	3	14%	0	0%	22
If buses ran on Sundays	16	70%	7	30%	0	0%	23
Routes							
If you could go where you wanted without changing buses	15	71%	6	29%	0	0%	21
Access Points							
If each ride cost 25 cents	9	45%	11	55%	0	0%	20
If gas became hard to get or too expensive	14	70%	6	30%	0	0%	20
If the bus trip were comparable in time to driving	16	73%	6	27%	0	0%	22
If it were cheaper to ride the bus than to use your car	12	60%	8	40%	0	0%	20

How far are you willing to walk to catch the bus?

0	0%	One block
4	17%	2 blocks
6	25%	3 blocks
5	21%	4 blocks
9	38%	5 or more blocks
0	0%	None - I will not walk to a bus
24		Number of Responses

How often do the buses need to run to cause you to ride the bus more often?

0	0%	Every 5 minutes
3	12%	Every 10 minutes
12	48%	Every 15 minutes
6	24%	Every 20 minutes
4	16%	Every half hour or more
0	0%	I will not ride the bus more often under any conditions
25		Number of Responses

Please tell me if you strongly favor, mostly favor, mostly oppose or strongly oppose each of the following actions by the City.

	Strongly favor		Mostly favor		Mostly oppose		Strongly oppose		Number of Responses
An increase in downtown parking fees if used to improve bus system	17	68%	4	16%	3	12%	1	4%	25
Free bus service for the disabled	10	42%	7	29%	4	17%	3	13%	24
Free bus service for senior citizens	7	29%	9	38%	7	29%	1	4%	24
Requiring developers to pay for bus shelters, trails and other improvements that enhance their developments	18	69%	7	27%	0	0%	1	4%	26

How important is it that future development in the City be built in a way that supports the active use of alternative forms of transportation, such as busing, walking or biking? (Please check only one box.)

25	93%	Very important
2	7%	Somewhat important
0	0%	Not important
27		Number of Responses

TOTAL NUMBER OF COMMENT FORMS RECEIVED = 19

STARTRAN★ What do you **like best** about StarTran's service?

- The drivers; the ride guides
- Better than nothing
- It exists
- Clean buses
- Drivers are friendly and helpful
- Nice drivers; clean buses; handicap accessible; more than one route serving areas
- It is inexpensive
- Knowledgeable drivers who can tell me when return pick-up time is - waiting long time in heat or rain, wind, snow is worst part of bus travel
- Bus route near my house
- Drivers are friendly and helpful; bus services reliable; hold buses for transfer; very reasonable price
- At least it exists
- My ability to get almost anywhere I need to go (as long as I take time off work to do so)
- Accessible buses
- The UNL student pass
- Nothing
- That it exists; most drivers announce bus stops and more are calling out stops; Frequent user free ride

★ If you could **change one thing** about StarTran's service, what would that be?

- Evening service; service on Sundays; service to the new Wal-Mart and Menard's
- Grid pattern farther than downtown
- Weekend service and Sundays
- Increase frequency and operating hours
- Add evening hours
- Sunday service; night service; regular routes on Saturday
- I would like to have longer services, until 10 p.m. I also would like it if we have more buses running so we can catch the bus at least every 15 to 30 min. A bus/train service to Omaha from Lincoln.
- Buses run more often throughout the day, not just at rush hour
- Expand hours (currently much too limited)
- Longer hours of service; more frequent services
- More often and cheaper service
- Extended hours to improve my ability to travel after work and on weekends
- Run longer and run same routes on Saturday
- Extend the hours of operation
- If we have buses that they are at least 50% full half of the time.
- Operate on a grid rather than loop; Exist every day and in to the evening
- Modern routes that go where needed; following (mostly) the old street car routes doesn't make sense

PEDESTRIAN AND BICYCLE NETWORK

- ★ What do you **like best** about Lincoln's pedestrian and bicycle network?
- Trail along 33rd (Rock Island)
 - Nice trails
 - Scenic trails generally away from traffic
 - Clean
 - Clean sidewalks and trails; not too crowded
 - A place away from cars to ride bikes
 - Near my house
 - Miles and miles of trail; well maintained
 - Lots of sidewalks and walking paths; older parts of City, it is easy and new areas are hard to find your way around
 - Trails are nice
 - Exploring areas where development has not ruined natural/historical areas
 - Have not used it enough to know
 - Utilization of old railroad track routes
 - Lots of miles of trails which are well-maintained in winter!
 - Fairly good system
 - The fact that you can walk about anywhere
 - Where the walks are in good shape, it's fun to walk - Lincoln is a pretty city
- ★ If you could **change one thing** about the city pedestrian and bicycle network, what would that be?
- Pedestrian paths for school kids; kids not cross busy intersections
 - A designated bike route thru downtown
 - Dedicated bicycle lanes on key streets
 - Cleaning walkways during winter - snow removal
 - More trails out in the open, not in bushes
 - Nice lighting to improve safety with call phones along path for emergencies
 - Trails do not connect to downtown and to one another
 - Hard to get from south Lincoln to east (MoPac)
 - Expand system; require sidewalk in new areas in grid pattern
 - Safe routes through downtown
 - More north/south trails; a way to connect on 33rd, 56th, or 70th streets
 - Add route to south side of 'O' across from Gateway
 - Need bike racks on City buses
 - Bike lanes downtown; trails are wonderful – really – but inadequate for community. All times I ride off trail, I experience difficulties and most of my commuting is off-trail, unfortunately
 - Connect its parts better; facilities along the routes
 - More overpasses or underpasses
 - Good quality sidewalks and paths in all neighborhoods and areas of city

FUNDING

★ Adding new or expanding transit, pedestrian, and bicycle services and facilities will cost money. How would you like to see the City of Lincoln pay for such services and facilities?

- Gas tax for transit and other services
- Transit authority for all with dedicated service from road funds and impact fees
- Donation boxes along bike trails; StarTran: increased usage = increased revenue; tax autos to support alternative transportation
- Parking fees; city sales tax
- Taking money generated from parking lot use
- Encourage developers with tax breaks for providing facilities in new or remodeled development
- Levy on car purchase; property tax on vehicles (yes, I do drive, but drivers should be happy to make the roads less busy – should pay for it)
- Tax mail order and internet purchases brought into the City
- Taxes on parking; more aggressive efforts for federal money; Reduction in money used to build roads and use it for transit; pay more in property tax and sales tax; change property tax to reward people who maintain their property and punish people who let their property decline
- Gas tax; parking fees going toward these services
- More taxes, especially on development; also could we create a foundation or “Friends of StarTran” group to help generate funds and help with finding new customers and lobbying
- Ask business to pay a portion; mileage/taxes; raise fare on bus
- Increase gas tax
- Grants; taxes
- The users/supporters of it should pay the costs (bond funds - votes of people - best source of capital cost funding)
- Increase sales tax; promotional fund raisers; bonds
- Occupations tax; increasing federal dollars sought

MOBILITY NEEDS

- ★ In the past six months, has anyone in your household been unable to go to work, school, the doctor, or do other activities because of the lack of transportation?

- **Yes 11**
- **No 6**

If yes, about how often and for what type of trip(s)?

- No specific trip type - varies greatly; several times each month, Sundays especially
- My son's car was totaled, so he was without and lives downtown. I had to take him grocery shopping several times
- Leisure trips in evening; several times a week
- For a week when our truck broke down, we had to get rides with a co-worker whenever we had to work late.
- StarTran hours - several times; status of bike trail (not plowed) – 3 times
- Shopping trips, medical appointments – twice a month
- Once to a meeting
- Vet appointments, leisure activities
- School - 1 time; We can't get home after a Lions Club meeting as buses don't run late enough
- Not able to take bus, but was able to find other means (the bus was not near doctor's office)
- Work, medical

- ★ Does anyone in your household have a physical, mental or other condition that limits their ability to travel without assistance?

- **Yes 3**
- **No 14**

If yes, what would be most helpful to that person to help make it possible to travel to various locations in Lincoln?

- Frequent, easy bus access
- Make #15 run to Gateway all day; don't combine routes on Saturday

NEW TRANSPORTATION SERVICES AND FACILITIES

- ★ What new ideas would you like the Multi-Modal Transportation Task Force to consider for improving travel in Lincoln?
- School kids get lower fares (back and forth to school); 7 day bus service and extended hours of service (evenings); grid system, not downtown loop (grid system is out moded); lower income people get reduced fare (income, not disability is issue) Pedestrian level of service
 - Bike lanes thru downtown
 - The crux of the question seems to be, why do people love and/or need to travel by personal auto? Convenience, power, status. Can we provide mass transit to places people want to be at times they want to be there? Malls, entertainment, evenings/weekends
 - Later evening hours; safety issues for women in evening; alternatives for people who have limited transportation options; Sunday service for people who don't drive; extend walk light time for crossing intersections
 - Expanded bus service; encouragement to use safe, connected bike trails; affordable, more reliable cab service; better street lighting at night
 - Bike carriers on buses
 - Greater interconnection of bus routes; greater connections of bike trails; more trails near/from downtown
 - Bike lanes; racks on buses
 - Grid system for buses; N-S-E-W rail system (light rail); look at introducing private jitney system; computer based transportation coordination system (flexible routing for buses); designated bus-only lanes; bus using traffic override system; downtown - more sidewalks (10 & O); pedestrian bridge across O Street near Westfield; pedestrian refuge on major streets; avoid widening streets; require at least 50% to use new urbanism approach
 - Promotion! Let's become number 1 in the nation for alternative travel. Train between Omaha, Lincoln. Safe bike trails for function, not just recreation
 - A "hub" is not always the easiest way to get from point A to B; this is true for bus routes and trails. Get new bus riders by making the maps easier to understand, giving coupons, more incentives to people who work downtown to ride (speak to employers). Also, better signs for bus stops and better coordination of info about detours; better ways to get to bus stops, etc.
 - Construct a multi-modal transportation center in downtown Lincoln to connect local bus service with other modes, i.e. commuter rail, Amtrak, bikes, and Greyhound; Implement a light rail street car line between UNL East Campus and City Campus/downtown Lincoln, following Holdrege Street and connecting with the multi-modal transportation center.
 - Do a smaller system well; i.e. have a good system for a part of the town. In this way, those that need the public transit system will have one that will work effectively rather than half a system that doesn't do anything well.
 - Grid system for buses; more frequent availability; evening and Sunday service; re-think the Saturday service; incorporation of transportation for students with City service; if you get off work after hours of bus service, there should be cooperation with cab service (same price for cab as bus); overpasses on busy streets; re-think the stop light system so pedestrian has time to cross street.
 - Designing City for modes other than autos; moving to more collaborative means between all forms of transit providers; move to grid system and completely re-design bus system

TOTAL NUMBER OF GENERAL COMMENT FORMS RECEIVED = 4

- One way to cut down on vehicle congestion on Lincoln City streets (arterials) is to improve the traffic signal system
 - Connect left green arrow where lights are available (and left turn lanes)
 - Use left green arrow most of the day - not just the so-called rush hour
 - Leave the left green arrow on long enough to move more than 3 cars! Example: 27th and Vine Streets
- This would move traffic in a more fluid manner and help avoid widening in some instances.
- It would not hurt to leave green arrows on another 60 seconds even though vehicles making a turn are fewer than those in through traffic.
- This matter has been mentioned at “town hall” meetings and nothing has been done!!!!
- We are competitive with football - let’s compete with Boulder for the best alternative travel options.
- I am a young, healthy, tax-paying individual who chooses to ride the bus instead of driving. Also, I really like the trails in Lincoln. I feel a great sense of community as a bike and bus rider. I’d like to see more ways to enhance my access to businesses and entertainment during hours after 5:00 p.m. and on weekends. I also would like better access to natural areas (and I would like to be able to get to the airport). Lincoln should be proud of what we have already, and planners should look for ways to enhance and improve our trails and bus routes.
- I would like to thank the City for this opportunity to give input and hope they take it to heart.
- When re-doing streets, widening isn’t always a good way to go
- I would like another location to purchase bus pass with Russ’ discount.



BUS NOTEPAD COMMENTS

The following comments have been arranged under categories for review.

- ★ New Service or Routes
 - Need bus to new Walmart and Menards
 - Need bus going to Lancaster Event Center
 - Service on Sunday and later at night
 - Bus down in Haymarket and to main Post Office
 - Bus to Airport
 - We need buses to run later - til 10 pm and also on Sundays
 - Would like to be able to go from Southpointe to Walmart without going downtown
 - To the new Walmart and Menards
 - More buses on Sundays and after 6:00 p.m.
 - Service to the Airport
 - Service on Sundays
 - Service in the Evening
 - More routes!!!(to school)
 - More criss-crossing of buses
 - More North/South routes
 - Walmart Walmart Walmart
 - I am thinking of such places as Autumn Woods (N. 27th and Folkways) area that also includes Walter Apartments, many working and retired in townhomes and large apartment complex(s) on the west side of N. 27th Street
 - I would like to see bus routes from parts of the city to and from schools - particularly middle schools (grades 6th to 9th).
 - Star Shuttle going into the Haymarket
 - We need more buses out to the new Walmart and Menards
 - We also could use another bus to Southpointe

- ★ Existing Services or Routes
 - Regular service on Saturday
 - Arapahoe and Salt Valley combination on Saturday is a mess, needs rerouting. Some old routes might need rerouting – not all of them
 - Make sure that Saturday service to the Downtown Area remains strong.
 - Please don't combine the routes on Saturdays. The Saturday routes need to be separated! It's inconvenient!! The timing is awful!!
 - Up and down 27th Street only and not go to other locations
 - Same service as Saturday as during the week
 - Regular service on Saturday
 - Better 48th Street Service
 - Have Star Shuttle run earlier and later, I work downtown and live close to shuttle stop

- Star Shuttle to run from parking garage in a.m and p.m. and in evening when events are at Lied or UNL
- ★ Ridership Information
 - Better info from the 476-1234 number
 - Better info on maps - more detail on where to stand, how to ride for “new” customers
- ★ Facilities
 - Improve Downtown Bus Stops
 - Bike racks on buses
 - Bike racks on busses (I second this)
- ★ Fares
 - School age students should have cheaper fare
- ★ General Comments
 - What happened to the bus/van combo for people who needed to get home after the buses quit for the night?
 - Less reliance on “hub” downtown – especially when you have to get from South 48th Street to North 48th Street quickly
 - Develop routes that go where service is needed. Too many routes still follow street car routes.
 - Bus service to school - all grades and all schools
 - Grid System
 - There is a need for buses to have more timely and direct routes from elderly (especially) more mass units to public places and neighborhoods such as shopping - medical - groceries - entertainment - libraries - universities.
 - With adequate information this may ease the horrendous and dangerous and slow traffic during school begin/end times and after school activities when parents work when school is in session - for both teachers and students
 - There is no where that I want to take a bus. Save the \$6 million plus a year and build more streets!



WALKING NOTEPAD COMMENTS

The following comments have been arranged under categories for review.

★ Sidewalk Issues

- Sidewalks are in various conditions – many dangerous with roughness and significant cracks
- Often vehicles are parked to block sidewalks through-out the city
- We need smoother sidewalks in older neighborhoods to remove trip hazards.
- A need for wide sidewalks when planning them on sides of busy streets in developing business districts and near schools. Example: East side of N. 27th Street running by Ruby Tuesday, Banks, (Sam's and Walmart etc in the background) etc.

★ Safety Issues

- Need pedestrian bridge across 'O' Street at Gateway! Someone is gonna get mamed or killed!
- We need longer lights it's even hard with a scooter
- More crosswalks painted and kept up nearer schools.
- Would help to monitor and observe where side street parking congests and endangers school traffic in the early A.M.'s especially. Example is near Mickel Middle School, Cotner Blvd and Baldwin, flow of cars severely restricted due to "extra" out of state cars parking each side of a narrow street. House at #6601 has long wide driveway but doesn't use it. Strange cars (can't identify to a house parks directly across). Can a no-parking "side" be established by the city on the side where house front doesn't face the street?
- I'm surprised there haven't been serious accidents - especially in the winter weather.
- Not all the streets have sidewalks or ramps for wheel chairs.
- For blind people some advertisements are at lower height and injuries can occur in upper body/face of person.
- Many motorists pull into crosswalks when stopped (occasionally necessary for them to really see into cross streets), but mostly just hurried and inconsiderate.
- Streets are too wide. Hard to get across. Traffic lights not long enough.
- I hate the shorter walk lights on 'O' Street downtown

★ General Comments

- Traditional neighborhood design enables easy walks
- Kids in our neighborhood walk a mile to go one block to school. Cul-de-sacs and feeder streets. It's worse in the new suburbs.
- Many corners/intersections do not have curb cut-outs!
- Cut-outs should be straight (two per corner), not one on an angle



BIKING NOTEPAD COMMENTS

The following comments have been arranged under categories for review.

- ★ Bicycle Trails
 - Trail that goes north and south along 48th Street
- ★ Bicycle Lanes
 - Downtown bike lanes please, then others YES!!!
 - Why are there no bike lanes to ride in streets downtown in Lincoln like Des Moines has?
 - Bike lanes Downtown and Haymarket! Please! Sidewalks are illegal for riding, but streets are very dangerous!!!
- ★ Bicycles Facilities
 - Overpass at 9th and 'O' Streets
 - Bicycle racks Downtown. Decent racks. *(Sketch of bad bike rack provided).*
 - Many bike racks do not accommodate recumbents
- ★ Education and Safety Issues
 - Need more safe trails for walking and biking. Would rather walk on bike trail than sidewalk or busy street, but want it safe. Want it out in the open. Bad people look for prey on trails hidden in bushes. Trails need to be lit up at night.
 - Safer sidewalks
 - Cars often park blocking sidewalks throughout the city
- ★ General Comments
 - Walking trails and biking trails are much appreciated and used. I see more percentage being shown in pedestrian exercise of this type as these facilities become more accessible to people. I'd like to see developing precautions or accommodations to allow safety of more elderly and families using these as well.
 - My only forms of transportation are walking, riding the bus, and riding my bicycle. I often employ all these modes for shopping, getting to work, and getting downtown for entertainment. I would like to see a way to transport my bike on the bus so I can be sure to have a way home when the buses stop running. More safe bike racks by the bus transfer stop at 11th and 'O' (or any future site) would help. I would also like to see less of a 'hub' focus for bike trails with a safer trails or routes on 33rd, 56th, and 70th Streets.
 - Trails don't go where you need to go; too recreational
 - More bike trails and lanes. Our city has a nice system for recreation, but inadequate for bike commuting. We especially don't have good bike routes from southwest.
 - I think it would be very helpful to have bike routes (or lanes) on main north-south streets (e.g 9th/ 10th and 16th / 17th or at least in order to bike safely. Many still do

not have curb cut-outs (and therefore are inaccessible for wheelchair-bound). Curb cut-outs should be on the straight-away (i.e., not one cut out at angle on corner to serve both directions). You must almost swerve into traffic to use angle cut-outs. (*Sketch of straight-away and angled curb cut provided*).

- My experience - - every time I bike (except when I bike at night), I literally am either cut off, blocked (e.g., trying to cross@ intersections within crosswalks) or nearly hit. No exaggeration - - every time!
- Must often use sidewalks

OPEN HOUSE



**MULTI-MODAL
TRANSPORTATION
STUDY**

**MONDAY, MARCH 8, 2004
4:30 - 6:00 P.M.**

A short presentation by SRF Consulting Group will begin at 5:00 p.m. with a question and answer session to follow.

WHAT IS THE MULTI-MODAL TRANSPORTATION STUDY?

- The primary focus of this study is to identify realistic means for expanding travel, mobility, and accessibility opportunities within the City and County by supporting and promoting alternative modes of transportation.

- The study at the same time acknowledges the community's current dominant mode of travel (i.e. the automobile) while seeking greater usage of alternative transportation modes.



- The study is designed to enhance the policies and strategies contained in the adopted City-County Comprehensive Plan and Long Range Transportation Plan.

- SRF Consulting Group of Minneapolis, MN is acting as the project consultant.

- Near term and long range ideas and goals are to be studied.

MULTI-MODAL CONCEPTUAL ALTERNATIVES

**Maintain
Current Trends**

Synopsis

Very little change would be expected in Lincoln's travel picture. Nearly all travelers in Lincoln who have a choice of travel modes will opt for the automobile, and public investments and policies will continue to support that choice most strongly.

**Improve
Travel Choices**

Synopsis

Alternatives to driving alone will become a viable choice for an increasing percentage of the population as public investments and policies are adjusted to gradually shift habits and perceptions.

Lincoln will be acknowledged as a competitive and progressive mid-sized city, able to provide a range of options in movement, neighborhoods and work settings.

**Become the
Community's
Second Car**

Synopsis

Lincoln will evolve toward a community in which riding the bus, bicycling and walking are common and acceptable means of travel for all segments of the population as a result of a fundamental shift in city and state investments and policies sustained over many decades. City form will gradually be reshaped with more and better transit-friendly nodes and centers. Transit will be considered a service that much more closely matches people's travel desires.

**Dedicate the
Community to
Alternative Transport**

Synopsis

Lincoln will make a powerful and lasting commitment to recreate itself as a community built around transit, bicycling and walking. Significant public spending on transportation improvements will be dedicated to transit, and urban form will be strictly guided to reinforce that effort. Lincoln will emerge as a model of sustainable community planning for the 21st Century and with a transit system that is more attractive than driving. New patterns of city development will help make those travel changes feasible.

MULTI-MODAL TRANSPORTATION TASK FORCE



MULTI-MODAL TRANSPORTATION STUDY

Aiding in the completion of this study is a 16 member citizen committee. This committee, termed the "Multi-Modal Transportation Task Force," is serving as the primary point of community involvement throughout the study. The Task Force is working closely with members of local staff and the consultant team in formulating the Multi-Modal Transportation Plan.



Task Force Members

Kit Boesch
Nye Bond
Susan Dunn
Duane Eitel
Margaret Hall
Elaine Hammer
Rick Krueger
Marian Malone
Bill McCoy
Tad McDowell
Greg MacLean
Eric Miller
Patte Newman
Oscar Pohirieth
Gordon Scholz
Terry Werner.



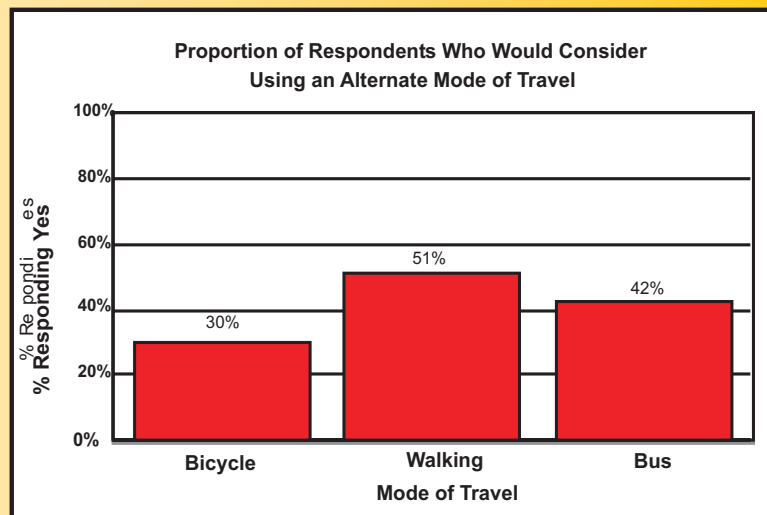
Future Schedule

- ☒ Remaining Task force meetings are scheduled as follows:
 - March 9, 2004
 - April 13, 2004
 - May 11, 2004
- ☒ Plan completion is tentatively set for June 2004.



TELEPHONE SURVEY RESULTS

As part of the Multi-Modal Study, Sigma Group, LLC, of Lincoln, NE was commissioned to conduct a statistically reliable telephone survey on the attitudes of Lincoln area households toward multi-modal transportation issues. A random sample of 503 respondents in 22 Lincoln zip codes was selected and interviewed. The results indicated a general interest in using alternate forms of travel from the automobile.



FOR MORE INFORMATION, CONTACT

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Visit our study website at www.ci.lincoln.ne.us/city/plan/multi/index.htm

TOTAL NUMBER OF GENERAL COMMENT FORMS RECEIVED = 6

I wonder why you are preaching to the choir? Yes, you improved the location; however, nothing, or rather less than last time, seemed to be done by way of advertising the existence of this meeting. I only knew about it from the sheet mailed to me as a result of signing up for the mailing list.

The want to improve public support was voiced several times. How is this to happen without the public knowledge of meetings such as this.

Another want voiced was the involvement of the University and of University students. Why wasn't an announcement made all week in the Daily Nebraskan (likewise the Journal-Star)? Beyond this, the normal method of advertising events at the University is to post on billboards, kiosks, and even garbage cans. More students would get involved if they found a cause worth getting involved with, but this requires being informed initially.

Please stop talking so wistfully about the want for state or University funding. Federal funding isn't hard to get, but otherwise if it doesn't exist, it won't exist, and even if this want is not being seriously considered, it does not help to plaintively whine during meetings such as these about how the bad state has nothing to give.

The news of this meeting should at very least have been posted around my department and that of urban planning.

It is also ironic that a meeting about alternative transportation extended beyond the service time of the alternative transportation - limits access to those who drive, and hurts access by those who don't. Many people left early to catch their buses. Their input was therefore lost.

How well was this Open House promoted to the general public? Didn't see this in the paper or anything? Too bad.

Seems too much of focus with respect to bike and walk as mode shares and environment has focus on trails. Need more focus on development which supports walking/biking – easy access for persons.

Like the idea of multi-modal advocate.

Need to consider role of education and social marketings to get more people to bike/walk – with employers, schools, churches, etc – Health Department is also interested in this area.

Also need focus on educating motorists!

Sidewalks – In established neighborhoods, the sidewalks are often in poor repair. Often tree roots have caused heaving or the base has disintegrated. They are very difficult to walk safely over or nearly impossible to use a wheelchair.

My strongest recommendation is to consider making bus service available on weekends and evenings as it would allow for more freedom of work and recreation.

Would like to see sports bus taking people to sporting events.

Serious and dedicated attention needs to be applied to the problem of and the solution of public education with respect to public transit in Lincoln. This effort should be on-going. It will also require persistence and patience, and one cannot let it be stopped.

Progress in enlarging and enhancing public transit (especially in Lincoln) will have to be understood as being incremental in nature. So also is the matter of enlarged use of public transit. This latter consideration is an integral part of the entire problem needing to be confronted and solved in Lincoln.

This meeting was good. It is recommended that it be repeated and the scope and content of such meeting(s) be further developed and increased.

Regarding one issue raised at the meeting, I believe it can definitely be said that riding a bicycle on Lincoln streets is dangerous! And having so-called "bike routes" does nothing to address the multiplicity of dangers and problems faced by the rider. This situation deserves considerable thought and effort.